



# **Amendments to the “Rules for the Classification of Ships with Reinforced Plastic, Aluminium Alloy or Wooden Hulls”**

*Tasneef/RFS/006/AMN/01  
Effective from 1 July 2019*

Emirates Classification Society (Tasneef)  
Aldar HQ 19th Floor,  
Al Raha Beach, Abu Dhabi, UAE  
Abu Dhabi, United Arab Emirates

Phone (+971) 2 692 2333  
Fax (+971) 2 445 433  
P.O. Box. 111155  
[info@tasneef.ae](mailto:info@tasneef.ae)



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The additions are underlined and deletions stricken through.

**Amendments to the Rules for the Classification of Ships with Reinforced Plastic, Aluminium Alloy or Wooden Hulls  
effective from 1/7/2019**

(Reason: introduction of the possibility to store ashore the second anchor and attached chain end length for ships in reinforced plastic since such units have always limited navigation and, being normally moored at quay, use the first anchor in case of mooring failure (so that loosing of the first anchor would be a second independent failure))

**PART B - HULL AND STABILITY**

**CHAPTER 1 - REINFORCED PLASTIC HULLS**

**SECTION 6 – EQUIPMENT**

**1 Equipment Number**

**1.1 Cargo ships, except fishing vessels, and passenger ships**

**1.1.1 (1/1/2004)**

The equipment of the ship is to be as stipulated in Tab1 based on the Equipment Number EN given in the requirements of Part B, Ch 10, Sec 4 of the Rules. Alternatively, RINA, taking into account the specific service and operational area for which the ship is classed, may accept arrangements other than those above, following a request with grounds from the Interested Parties.

**1.1.2 (1/7/2019)**

In case the unit is normally moored at quay and is thus only exceptionally anchored, the second anchor and attached chain end length (or guy pendant) may be stored ashore and not necessarily onboard

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